This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG22), National Ocean Service, NOAA, Rockville, Maryland 20852

SOUNDINGS IN FEET

Formerly U.S.C.&G.S. No. 82, 1st Ed., 1874

Nautical Chart Catalog No. 4, Panel C

(CONTINUED ON CHART 14852)

(CONTINUED ON CHART 14849)

UNITED STATES - GREAT LAKES
MICHIGAN
LAKE ST. CLAIR

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 571.7 ft
Referred to mean water level at Father Point (Pointe au Père), Quebec International Great Lakes Datum (1955).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800 424 8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus ⊙(Accurate location) ⊙(Approximate location)

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

⊛ Pump-out facilities

For more detail see Chart No. 14853

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation area numbers.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Coun of Engineers publishes the controlling depth, periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

For more detail of the Lake St. Clair-Shoreline north of the International Boundary, including Detroit River, Clinton River, Anchor Bay, St. Clair, Outer, and St. Clair River, see Chart 14853.

Latitude and Longitude Plotting Interpolator

LAKE ST. CLAIR

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. When the water level is above or below Low Water Datum, the arriving depths are correspondingly greater or lesser than the charted depths.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Detroit, MI KEC-63 162.550 MHz (Chan WX-1)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.

Buoys marking Clinton River Entrance Channel may be relocated as necessary without prior notice.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL 8970 ..... 89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

8970-X 8970-Y

The Loran-C correction tables published by the Defense Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by U.S. Coast Guard Mariners, however, are cautioned not to rely solely on the lattices in inshore waters.

LORAN LINEAR INTERPOLATOR

NOTE E

Depths of one to two feet less than charted may exist in the Discontinued Dumping Ground. Mariners should proceed with caution.

NOTE F

The Ruscom River Channel is subject to continual change. The buoys are not shown because they are frequently shifted in position.

NOTE G

The Pike Creek Channel is subject to continual change. The Buoys are not shown because they are frequently shifted in position.

NOTE H

Pucal River is subject to continual change. The buoys are not shown because they are frequently shifted in position.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83), and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to agree with this chart.

LORAN LINEAR INTERPOLATOR

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